

Introduction

This document provides an overview of the issues and policies contained in the Transportation Master Plan Update.

Background: The 1989 TMP

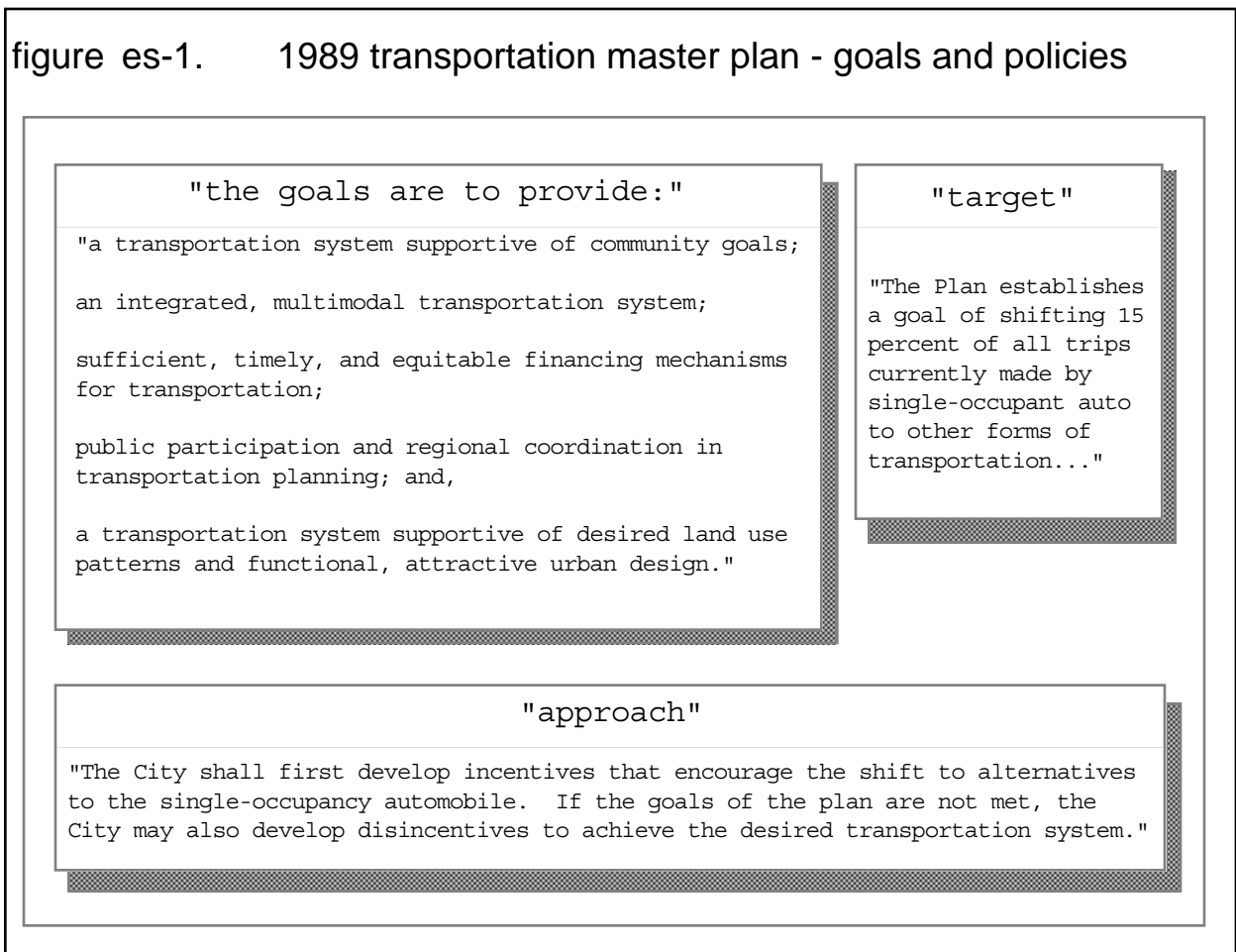
The Transportation Master Plan (TMP) was adopted by the City of Boulder in 1989, establishing goals designed to help the transportation system respond to the community's values and expectations. These goals are shown in figure es-1.

The TMP provides the policy basis for how transportation funding is spent, and what projects or programs the City focuses on to provide transportation services for its citizens.

The TMP attempts to reconcile two often conflicting goals. The first goal is to provide mobility and access to the Boulder Valley in a way that is safe and convenient. The second goal is to preserve what makes Boulder a good place to live -- its quality of life -- by minimizing the impacts of auto traffic such as air pollution, congestion, and noise.

In addition to linking transportation decision making to community goals, the 1989 TMP also called for specific new policy directions to help meet those goals.

figure es-1. 1989 transportation master plan - goals and policies



The first of these was the recognition of all modes of travel as important parts of the transportation system, and the commitment to completing the bicycle and pedestrian systems as soon as possible.

The TMP attempts to maintain and improve the road system but gives preference to completing the bike and pedestrian network over adding new roads for the automobile.

The 1989 TMP also targets a reduction in the share of travel made in the single occupant vehicle (SOV) and a corresponding increase in the share of trips made by walking, bicycle, transit and multi-occupant autos. The amount of this “mode shift” target in the 1989 TMP is a 15 percent shift in travel mode from the single occupant auto to other modes by the year 2010.

Recognizing the challenge of this shift and the need to provide options to auto use, the TMP committed to completing other systems and to encouraging the shift through a variety of incentives.

The creation of the Alternative Transportation Division (GO Boulder), of marketing and education programs promoting alternative modes, of programs such as the EcoPass and CU Pass, and establishing the HOP circulator bus service are part of the incentive programs developed by the City.

In addition, more than 80 miles of bike facilities have been completed including 35 grade-separated underpasses.

Implicit in the goal of a 15 percent mode shift is the need for changes in travel behavior. This relatively modest shift was seen as compatible with the community’s values and responsive to increases in travel demand.

The 1989 TMP also committed to using an incentive based approach to encourage this shift, but recognized that the time would come when other approaches would be needed.

Through a variety of successful incentive-based efforts the community is “on track” to achieving the mode shift goal, with a mode shift of six percent between 1990 and 1994. Despite this success, many Boulder citizens believe traffic conditions have gotten worse. Traffic was the number one complaint that emerged from the Integrated Planning Process (IPP).

Current Trends

Factors in Traffic Growth

The reality is that traffic has gotten worse, with more cars traveling more miles on Boulder’s streets despite the success in mode shift. This results from a variety of factors reflected in travel behavior at both the local and national levels.

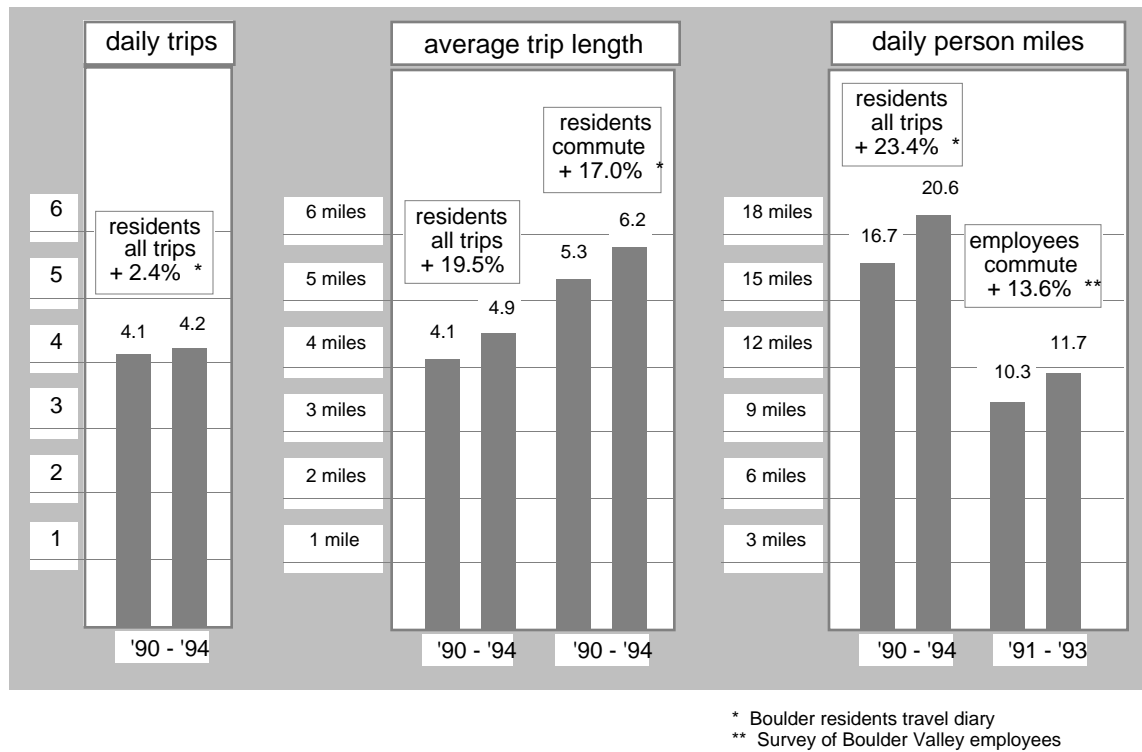
Continued dispersal of land uses, increases in the number of two income households with dispersed work locations, increases in the number of cars and gasoline prices at early 1950's levels in real dollars all contribute to more and longer trips.

The Boulder-specific trends are shown in figure es-2 on the next page. The number of trips per resident is increasing as well as the length of trips, resulting in a five percent annual increase in the per capita miles of travel. In Boulder this trend is compounded by rapid population growth in the county and Denver region, resulting in increasing trips into Boulder from the outside.

Because Boulder maintains its position as a regional center for retail, tourism and employment, external traffic is expected to grow faster than internal traffic.

The result of these forces is that while the mode shift objective of the 1989 TMP is being achieved, it is being overwhelmed by the growth in auto traffic.

figure es-2. boulder - daily trips and average trip length



Traffic Forecasting

As part of the technical work for the 1995 TMP Update, improved forecasting and computer modeling of future traffic were used to see what these trends might mean for Boulder's transportation future.

This modeling was based on the "medium scenario" of the IPP, representing growth only in currently annexed lands, as well as a significant decrease in "build-out" employment and population from previous plans.

A summary of these results for the year 2020 is shown in figure es-3 on the next page.

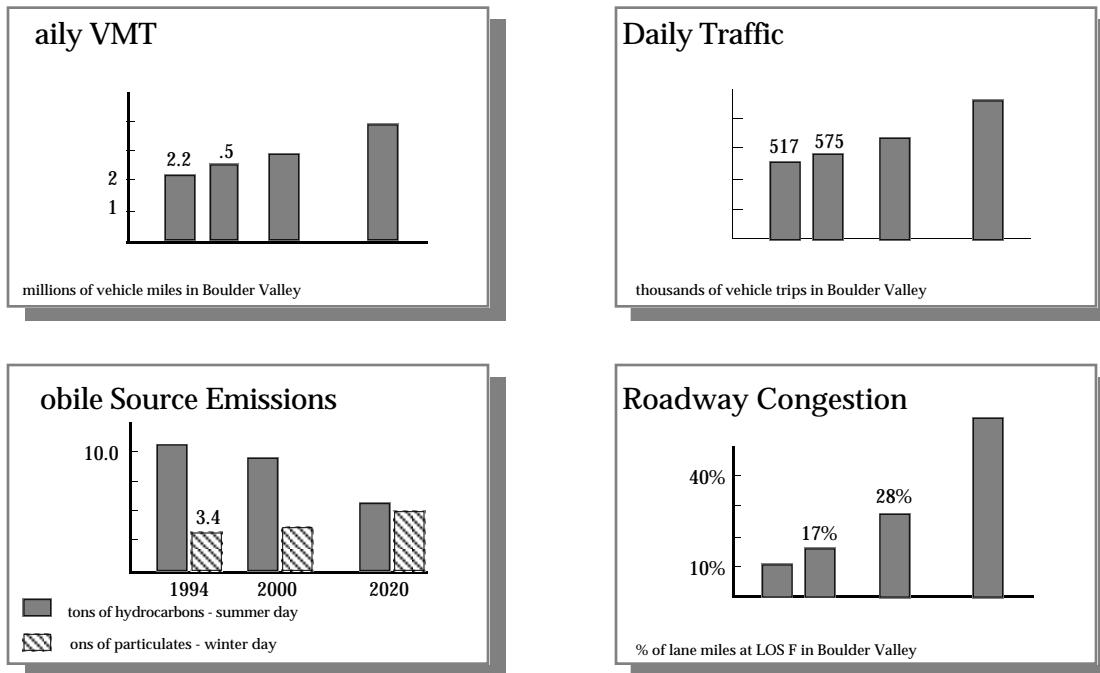
Modeling this scenario indicated that, if current trends continue, traffic on major roadways would increase by 50 to 100 percent by the year 2020. This would create congestion on 60 percent of main streets and increase "spill-over" traffic through neighborhoods as frustrated drivers look for other routes. A trip along Broadway in 2020 during "rush hour" would take about twice as long as today.

The total number of miles driven in town would increase by nearly 80 percent due both to increased driving by Boulder residents and increased traffic from addition autos entering town from the outside. The number of vehicles entering Boulder from east Boulder County and Denver is expected to about double.

The 60 percent level of congestion on main

figure es-3. 2020 outcomes - no intervention*

* Scenario A



streets in 2020 would compare to about 16 percent today, and will have direct effects on anyone trying to move around town. For the car, rush hour congestion in 2020 will exist on the majority of roads comparable to current rush hour congestion around 28th and Arapahoe.

Traffic would be “bumper-to-bumper” with low speeds and several cycles would be required to get through traffic lights. Additional local streets would become alternative routes much like Ninth Street or Balsam have today.

Pedestrians and bicyclists would increasingly confront heavy traffic and irritated drivers, making street crossings dangerous and walking or biking difficult. Increasing congestion would also lead to demands for additional road construction, although such construction would entail huge costs and the demolition of existing

buildings and homes.

The projection of current trends suggests the current TMP and its target of a 15 percent mode shift may not be adequate to meet the community’s long-term goals.

Traffic would continue to increase along with congestion, impacting the quality of life in Boulder. Increased demands for road construction would also be difficult to meet, as many of the major projects proposed in the current TMP rely on federal transportation dollars which are rapidly disappearing.

Road widening and overpass projects also entail impacts on adjacent neighborhoods as well as high fiscal and environmental costs that may be unacceptable.

Finally, the community has increasingly

expressed concern with traffic issues. Continued traffic growth conflicts with desires to become a “sustainable” community. Boulder is increasingly becoming a “mature” community where transportation issues are only one of a wide range of factors that make up the quality of life in the community.

The 1995 TMP Update

The 1995 TMP Update is a “mid-course correction” of the 1989 TMP, responding to the issues discussed above and public concern about congestion by proposing a new objective of “no long-term growth in auto traffic over 1994 levels” (technically described as a 0% increase in vehicle miles traveled- VMT).

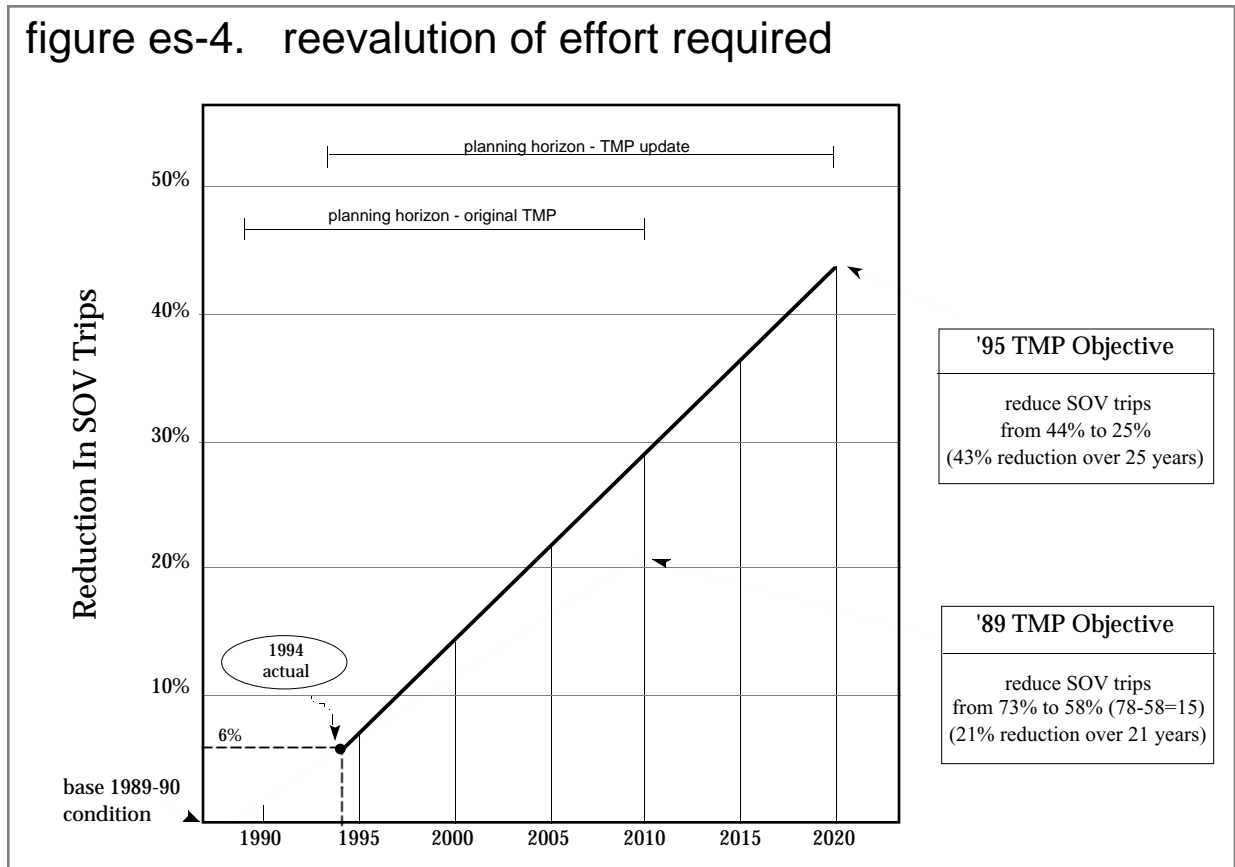
This objective aims to “keep things from getting

worse” and recognizes that the current goal of a 15 percent shift will result in continuing traffic increases inconsistent with discussions about becoming a sustainable community. This objective will require a greater shift away from SOV than the 1989 TMP as shown in figure es-4 and is a greater challenge than the original objective.

Reaching this objective will require reducing SOV trips from 44 percent to 25 percent of all trips by the year 2020 -- a 19 percent mode shift. This would result in more trips by ridesharing, walking, biking and transit, or replaced through telecommunications or land use changes. Stated another way, the percentage of daily travel taking place by SOV would decrease by nearly half by 2020.

1995 TMP Update Strategies

figure es-4. reevaluation of effort required



Successfully achieving this target will require a range of strategies and numerous small changes. The Update recognizes there is no “silver bullet” that will solve our transportation problems or that will work for everyone. However a number of different strategies in the areas of growth management, capital investment, travel demand management and partnerships can provide the changes needed.

The collection of strategies adopted in the Update was modeled in the same way as the current trends, producing the results shown in figure es-5. These strategies would result in traffic levels in 2020 averaging about the same as in 1994, with some roads experiencing a 10 to 20 percent increase in traffic. Congestion would increase only slightly, with a trip along Broadway during rush hour taking

about the same amount of time as today. Local vehicle trips would decrease while vehicles coming into Boulder from surrounding areas would increase by 20 percent. Overall vehicle traffic would remain about the same as today, with the expected increase in trips accommodated by a large increase in walking, biking, transit, multi-occupant autos, combined trips or replaced entirely through telecommunications and land use changes.

The required changes in travel behavior are shown in figure es-6 (for Boulder residents) and es-7 (for travelers coming into Boulder from surrounding communities). Drivers in Boulder would experience traffic much like today’s, but close to half of today’s SOV trips would occur by other alternatives instead.

Actions Adopted in the Update

figure es-5. 2020 outcomes - with intervention*

* Scenarios C/D/E

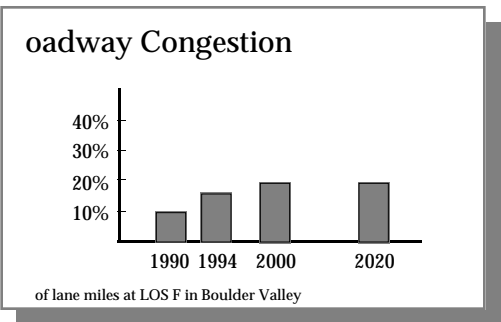
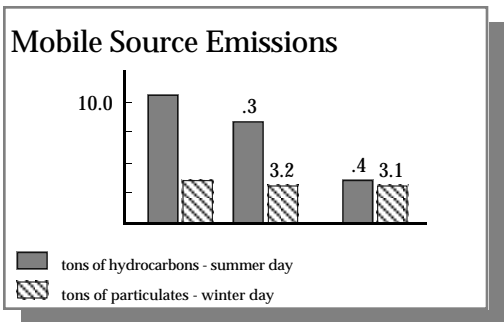
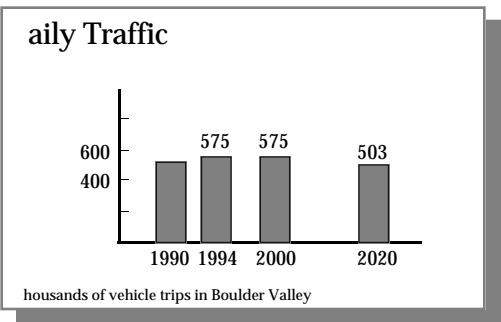
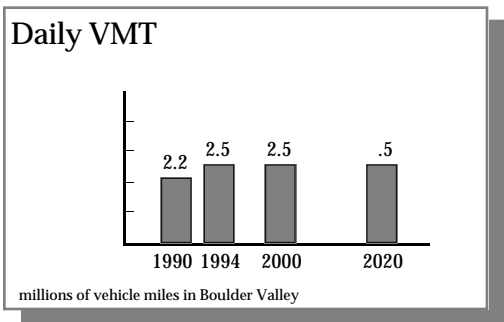


figure es-6. travel patterns required
(residents of Boulder)

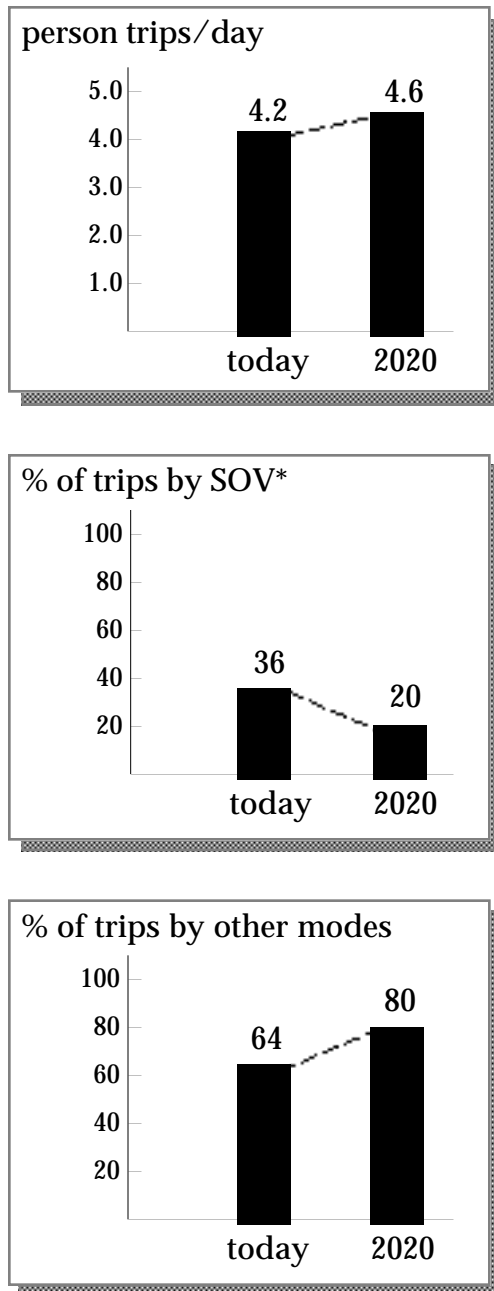
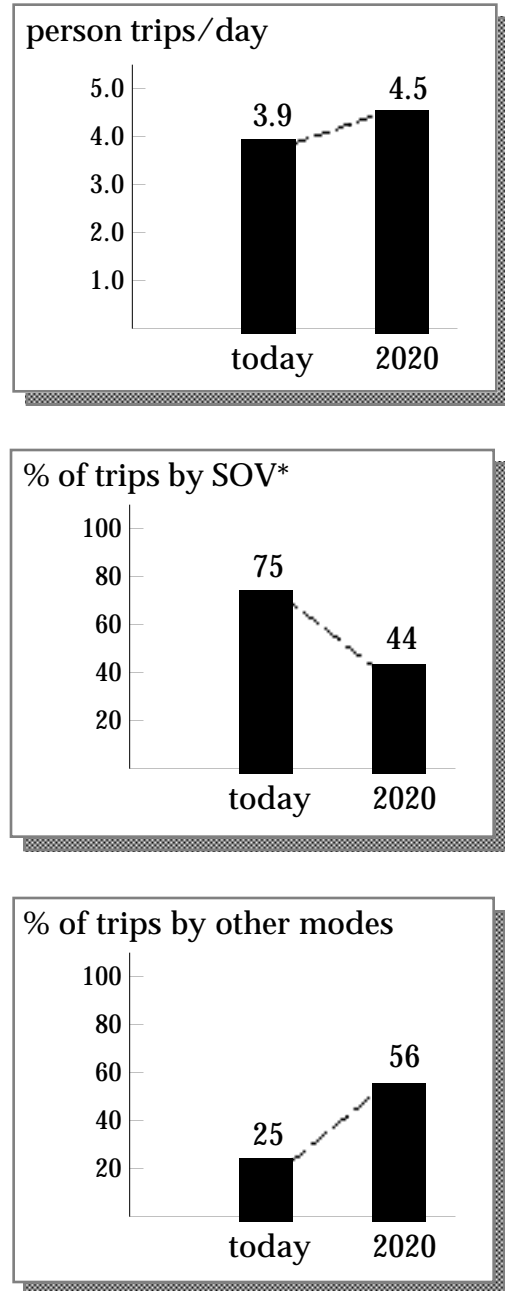


figure es-7. travel patterns required
(residents of neighboring communities)



* note: the 25% objective described elsewhere in this Plan is a combination of resident and non-resident travel.

Achieving the transportation future suggested by the TMP Update requires actions in the areas of growth management, funding, travel demand management and partnerships. The Update adopts a balance of actions in these areas designed to maximize the contribution of each compared to the costs.

Other combinations of actions are possible. However the tradeoffs between the areas are complex, such that costs of some increment of change in one cannot necessarily be balanced by the same change in cost in another. Achieving the goals of the Update depends on successfully meeting expectations in each of these areas.

Growth Management

The land use and growth assumptions used in the Update were selected from a range of alternatives.

The land use inputs assume no further annexations to the City and reflect expected changes in the Comprehensive Plan Land Use Map and the adopted Commercial Growth Management ordinance. These changes result in a reduction of 1,200 households and 7,800 employees from previous plan projections for the Boulder Valley. The resulting population and employment increases between 1990 and 2020 for the Boulder Valley are 18 percent and 48 percent, respectively.

The City is also developing urban design strategies oriented away from the car as part of its growth management strategies. Achieving these assumptions is substantially within the control of the City and is reflected in proposed and adopted plans and ordinances.

The Update also assumes substantial growth in the region based on approved county and regional projections. While recent growth has been at a rate even higher than the long-range projections, the trend is expected to slow with changes in the economic cycle. Regional growth responds to economic conditions and is largely

outside the control of the City.

Funding

Successfully accommodating expected increases in tripmaking requires increased investment in a wide range of facilities. The Update proposes projects to maintain existing systems, to improve safety, to improve the efficiency of the street system, and to move toward completing the bicycle and pedestrian systems. A major effort of the TMP Update was the development of a comprehensive inventory of the existing systems and an exhaustive analysis of the needs to complete these systems. This information was collected through public input at a number of forums and through a City analysis of repair and maintenance needs.

The results of this analysis of transportation investment needs and desires is a potential cost that greatly exceeds expected revenues. The estimated cost of the identified transportation projects including roadway efficiency improvements, transit improvements and completion of the bike and pedestrian systems is about 1.1 billion dollars. During the same time period, expected revenues for transportation spending are predicted to be about \$0.7 billion. The Update would deal with the shortfall of \$390 million with an investment program that limits expenditures to forecast revenues for the first six years.

The Update further notes a clear need to find additional funds or to eliminate items from the investment program after the first six years. The large unfunded amount contains some identified maintenance needs that remain unfunded past the first six years. The Update's investment program needed to accommodate expected increased trip making depends on finding the needed \$390 million to build the planned facilities. Success in funding the program will require political acceptance of raising new revenues for transportation versus other community needs.

Travel Demand Management

Investment programs are aimed at meeting the demand for travel by increasing the supply of travel capacity. Demand management programs are aimed at affecting demand.

While demand management programs can encompass many different strategies, they all aim to shift travel demand away from congested facilities and travel times. Demand management includes efforts to shift the time of travel, the mode of travel, the travel route, or to avoid the trip altogether. Such shifting results in more efficient use of the existing transportation system, as most roadways are congested only during the “rush hour” periods. New programs under demand management effectively create capacity on the roadway network by encouraging these shifts.

The 1989 TMP focused on incentive programs, providing low cost access to transit through programs like the Eco Pass and CU Student Pass, and encouraging bike and pedestrian travel through education, marketing and activities like Bike Week.

However, the TMP Update indicates that, to achieve the more aggressive mode shift of 19 percent, demand management programs will have to go beyond incentives and begin reducing the existing subsidy to single occupant automobile travel. Doing so recognizes the market reality that underpriced goods will tend to be over-consumed by users.

The Update identifies a short list of both incentive and disincentive measures that will continue to move the City toward its mode shift goals over the next two years. These include the incentive strategies of:

- expanding the Eco Pass program;
 - improving the pedestrian network; and,
 - completion of the bike system.
- as well as the disincentive strategies of:

- public and private parking pricing;
- employee parking “cash-out” where the cash benefits of previously free parking are provided to employees to spend as they wish including for parking;
- private parking supply limits.

The suggested strategies would achieve a mode shift of up to six percent away from SOV travel over the next five years. Short-term disincentive strategies would increase the cost of parking a moderate amount but provide cash back to those who do not use existing parking.

How parking strategies would be applied still needs to be developed, taking into account concerns about equity and impacts on the downtown. Other measures will be explored and their appropriateness for Boulder determined through the Congestion Relief Study.

Partnerships

The Update recognizes that a variety of creative partnerships are available with other organizations in the community, at the neighborhood level, in the County and in the region. Such partnerships will be necessary to achieve success in growth management, transportation funding and travel demand management.

Partnerships will also increase political support, will apply additional resources and creative energies to addressing transportation issues, and are necessary to affect those areas over which the City does not have any control.

Key opportunities include building on existing partnerships with:

- University of Colorado (e.g., CU Student Pass and HOP);
- Boulder Valley School District (e.g.,

testing student passes);

- the business community through activities such as Bike Week and the ECO Pass program; and,
- other communities through cooperative efforts such as the US 36 Corridor Study and the Congestion Relief Study.

The potential of these efforts is unknown. Many are just getting started, but such efforts are vitally important, particularly on the regional scale if Boulder remains an attractor for retail, employment and entertainment activities.

Integrating All Modes of Travel

After addressing the priorities of maintenance and travel safety, the TMP Update focuses transportation investments in six east-west and four north-south transportation corridors.

This approach recognizes that all travel modes must share the street system, and proposes that all projects developed in these corridors should benefit all modes of travel. A project could not be built that would negatively affect one or more modes unless the impacts were properly mitigated.

The emphasis on all modes also recognizes the high cost and community and environmental impacts that result from any roadway expansion in Boulder. Expected increases in travel demand in these corridors would be accommodated through a combination of improvements to all modes of travel. The strategy of investing in all modes results in changes to a number of road projects that were included in the 1989 TMP. Principal among those are previously-planned interchanges along Foothills Parkway and the Pearl Parkway extension. These are no longer anticipated to be built within the time frame of the Update (2020).

Transportation forecasting as part of the TMP

Update shows that while new Foothills interchanges would improve traffic conditions on Foothills itself, this would be negated by increased congestion at the southern end and at all crossing streets. The forecasting suggests the net result of spending a large amount of money on these interchanges would lead to net delays for citizens over today's levels. These interchanges would serve "pass through" traffic while increasing congestion in the surrounding neighborhoods.

The forecasting also shows there would not be enough travel between Gunbarrel and Downtown (under Update forecast assumptions) to warrant investment in the extension of Pearl Parkway given the funding shortfall. Improvements to the existing roadway and in other modes along this corridor will accommodate the expected traffic.

Assumptions and Risks

Success in achieving the goals of the TMP Update lies in meeting the expectations outlined for each of the action areas. The City has a degree of control in each of these areas ranging from high in terms of growth management within Boulder Valley to low in the areas of demand management, regional growth management and partnerships.

The degree to which the Update achieves the necessary actions will be dependent on community agreement that transportation issues are pressing and that the Update presents the right balance of actions to meet these issues. Not achieving the goals of the Update will involve a different set of risks and tradeoffs for the community.

Risks Associated with the TMP Update Plan

There are significant risks involved in accomplishing the "no growth in traffic" goal of the Update.

These include:

- (1) The City has little influence in the growth policies of other jurisdictions in the County and the region.
- (2) Completing the bike, pedestrian and transit systems necessary to provide alternatives to the auto, as well as to maintain and make more efficient the street system in town, requires significant additional funding of \$390 million over the next 25 years.
- (3) The plan assumes Boulder residents and employees will change their travel habits by increasing use of other modes and reducing use of the single occupant auto, either voluntarily or through demand management measures

Some amount of this change can be accommodated by replacing trips through telecommunications and land use changes. Most of the change must occur by shifting travel from SOV to ridesharing, walking, biking or transit. For every 10 single occupant auto trips made today, 4 trips would be eliminated by such strategies.

Risks Associated With Not taking Action

There are also risks to the community associated with not intervening in transportation trends, either as proposed in the TMP update or in some other manner.

These risks include:

- (1) Continued traffic growth could occur, causing substantially increased congestion -- more than three times today's levels.
- (2) The community could be unwilling to accept major roadway projects to reduce congestion because of negative neighborhood and environmental impacts.

- (3) It could be difficult or impossible to raise the large amount of funds needed to finance major roadway projects.
- (4) Quality of life for Boulder residents could decline due to increased congestion and increased impacts of automobile traffic.

The citizens of Boulder have a history of investing in their future to assure the community's quality of life. The TMP Update concludes that similar actions and investments will be needed to meet transportation goals.

Policies and Implementation

On the following pages, the immediate implementation program and the policies resulting from this TMP Update are summarized. These replace the policies adopted in the 1989 TMP.

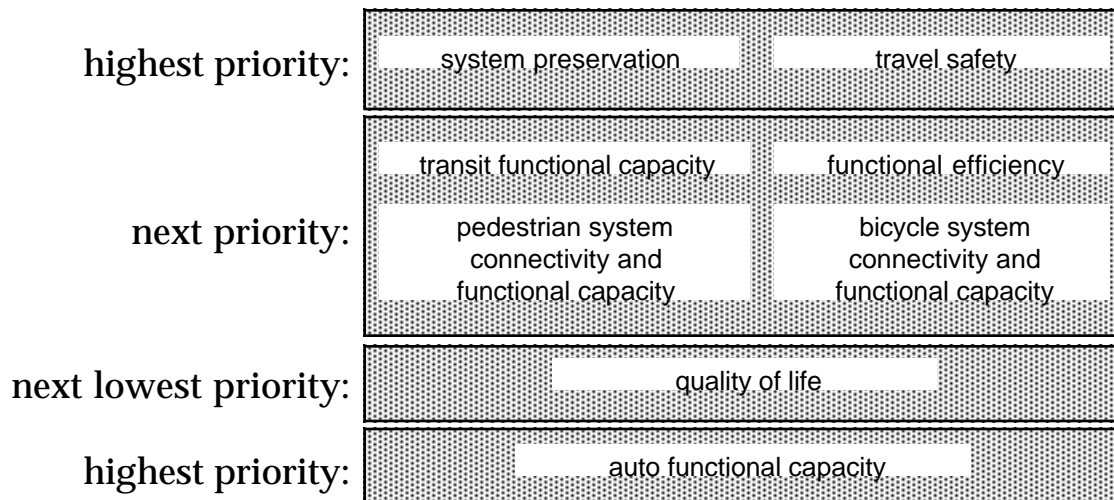
Overall, this TMP Update seeks to establish a *balanced transportation system* in Boulder Valley. A balanced system will be characterized by the following conditions:

- anyone about to make a trip will normally have a choice of more than one possible means, or mode, of travel;
- the shared public space contained in the right-of-way of the City's streets network will be designed, maintained and managed so as to accommodate safe and convenient travel by all modes;
- the objectives of both mobility and access will be addressed so that property values and quality of life are balanced with the need for efficient travel; and,
- the needs of today are balanced with the needs of future generations so that the City's transportation system is sustainable over the long term.

figure es-7. implementation plan

Investment policies

The TMP Update prioritizes transportation needs within the limited funding available to the City. The highest priority investments are those which contribute to maintaining the existing system and to increasing safety. The lowest priority will be additions to roadway capacity for motor vehicles. These priorities will be applied over the next five years.*



Two-year action initiative

In addition to the investment policies, there are number of programs and policies in the TMP Update which represent high priority actions which will be undertaken over the next two years. These include the six items

- (1) Provide an on-going funding solution for the HOP.
- (2) Initiate the SKIP and establish long-term funding commitments.
- (3) Establish a school bus pass program that would provide all middle school and high school students with a "youth ECO Pass."
- (4) Initiate an expanded education and enforcement program focused on behavior that endangers other system users.
- (5) Participate actively in the Consortium of Cities regional transportation initiatives, including the "Regional Transportation Corridors" study.
- (6) Develop and implement a "mini-grant" program to support neighborhood groups and other entities in their efforts to reduce single-occupant-vehicle travel.
- (7) Parking pricing should be pursued as an important component of the Demand Management Program during the Two-year Action Initiative. This should include, but not be limited to, charging for parking at City facilities and increasing current parking rates while pursuing equity between commercial areas.

*Note: Within each priority level, all categories are equal.

financial plan policies

The City shall give non-auto transportation modes increased funding priority in order to encourage the shift from single-occupancy automobiles to alternate modes. (1989 TMP)

The street network shall be the primary infrastructure for all modes and shall be managed and expanded so as to balance the use of public space among all modes.

The City shall generally give priority to transportation investments as follows*:

- > highest priority - system preservation and travel safety
- > next priority - transit functional capacity; functional efficiency; pedestrian system connectivity and functional capacity; and, bicycle system connectivity and functional capacity
- > next lowest priority - quality of life
- > lowest priority - auto functional capacity

Investments in all categories shall be made only if the following objectives are met: roadway system investments shall be made in a manner that preserves or improves the level of service of non-auto modes; and, the City shall not make improvements to the street network which increase roadway capacity for auto circulation at the expense of non-auto modes.

The City shall develop and manage its street network in a manner that favors better utilization of the existing system over system expansion.

The highest priority for investments in functional capacity shall be multimodal corridors which include designated bike primary routes and transit trunk routes.

Needs created by new development ("growth needs") shall be paid for by new development. Revenues derived from the transportation excise tax and from local and general improvement districts are appropriate for this category of expenditures. Transit or transportation utilities may be used to serve both new and existing development.

"Growth" needs shall include all modes. The basis for estimating the amount of transportation needs associated with development projects shall be the full range of pedestrian, bicycle, transit and motor vehicle needs.

"Growth" needs shall include more than capital costs. In the future, the City will place increased reliance on spending strategies that include demand management programs and transit operations. A portion of these needs are directly attributable to growth and should be funded accordingly. The amount of growth responsibility should be based on a 25-year annualization of recurring costs converted to a one-time payment, but may be collected on an ongoing or annual basis.

Non-growth needs, including needs due to increased travel by existing residents and businesses, shall be paid for through City-wide funding. In general, the Transportation Fund and state and federal monies are appropriate for this category of expenditures. Such funds shall not pay for growth needs, except as needed to pay credits against development fees or excise taxes assessed against new development.

The City may spend state or federal funds on "growth needs" only if these funds are not available for other projects and their use does not affect the funding of "non growth" projects, or to provide advanced funding, subject to ultimate reimbursement from growth-related revenues.

* Note that within each priority level, all categories are given equal priority.

roadway infrastructure policies

In order to protect previous investments and ensure efficient use of the road system, the City shall give high priority to ongoing maintenance and transportation system management improvements for existing road facilities. (1989 TMP)

The City shall strive to maintain an acceptable level of service on roads (1989 TMP) with the objective that no more than 20% of roadways will reach level of service F.

The City shall develop and manage its street network in a manner that places reliance on better utilization of the existing system before expanding that system.

The street network shall be the primary infrastructure for all modes and shall be managed and expanded so as to balance the use of public space among all modes.

With respect to streets, the City shall give priority to investments as follows*:

- (1) highest priority - system preservation and travel safety
- (2) next priority - transit functional capacity; functional efficiency; pedestrian system connectivity and functional capacity; and, bicycle system connectivity and functional capacity.
- (3) next lowest priority - quality of life
- (4) lowest priority - functional capacity

Investments in functional efficiency and functional capacity shall be made only if the following objective is met: roadway investments shall be made in a manner that preserves or improves the level of service of non-auto modes; the City shall not make improvements to the street network which increase roadway capacity for auto circulation at the expense of the capacity or efficiency of non-auto modes.

The highest priority for investments in functional efficiency and functional capacity shall be those streets which include designated bike primary routes and transit trunk routes (multimodal corridors).

* Note that within each priority level, all categories are given equal priority.

pedestrian policies

The City shall improve the status of pedestrians by increasing the convenience, comfort, and safety for pedestrians. (1989 TMP)

The City will work to ensure a high quality pedestrian environment to recognize that the pedestrian is the primary mode of travel and the basis for all other modes.

Discontinuities caused by phasing of large projects will not be allowed to occur. Sidewalks required in connection with development projects shall be built in the first phase along the entire property involved in development review, unless construction activities planned in the near future would require that these sidewalks be demolished.

Where there are existing, but below-standard, pedestrian systems, the City will energize and speed the process of upgrading them by making available a modest grant program for cost participation in the needed improvements with adjacent land owners.

The City will undertake a complete review of its sidewalk standards. The review will address two questions:

- are the standards currently in use appropriate?
- are the standards imposed in development approval consistent with language in City ordinances?

The City will work to complete the retrofit of all pedestrian facilities to ADA standards as it implements the 1993 Sidewalk Program.

In commercial areas, the City will require land owners to build sidewalks in accordance with adopted standards.

In residential areas, the City will identify alternative means of meeting defined needs. If the need can be met safely within the traveled way of a low-volume, low-speed local street, then sidewalks will not be developed. If the need cannot be met safely within the traveled way, the sidewalks will be built according to the 50/50 cost participation formula with adjacent land owners.

The City will identify a short list of high-priority missing links and create a special program to address them.

The City will identify a list of feasible, low-cost pedestrian safety improvement projects which would not be difficult to implement.

The City will conduct an inventory of use paths and document which ones appear to provide needed connectivity or continuity.

The City will undertake a demonstration program to determine the cost and feasibility of providing snow removal and cleaning of transit access facilities.

The City will work to improve pedestrian access to public transit stops.

The City will adopt a system of warrants to guide decision-making about pedestrian crossing treatments. However, the City will also work to reinforce public understanding of the law concerning pedestrian rights-of-way.

The City's transportation staff will work with the Police Department to develop mutually compatible policies which will be reflected in the Public Safety Master Plan.

transit policies

The City will work to incrementally improve and increase the level of Boulder's local transit service by building on the success of targeted programs such as the HOP.

The City will look for opportunities to secure funding for continuation of the HOP

The City will seek a means of introducing one similar, targeted transit service in a North-South Corridor (the "Skip") and another in an East-West Corridor (the "Jump").

The City will develop local trunk (high frequency) service in a limited number of key corridors, introducing timed transfers, and implementing an expanded transit information system.

The City will work with RTD, Boulder County and other city governments to provide bicycle lockers or secure, covered bicycle parking at all transit centers and park and Ride facilities within the region. The City will work to provide secure bicycle parking at transit stops .

The City will work with RTD to ensure that all Boulder transit routes accommodate bikes on buses by early 1996.

The City will work to improve transit access through a variety of capital improvements including neighborhood transit centers.

The City will work to improve regional service, especially between Boulder and its sister cities in Boulder County.

The City will work to increase service in the US 36 corridor between Boulder and Denver with emphasis on the commute into Boulder.

The City will continue to work with RTD to expand the existing pass programs (ECO Pass, CU Pass, BVSD Pass) and develop new applications of the group pass concept to break down the barriers to transit use and to increase demand.

The City will work to phase in vehicle fleet improvements which include the use of clean burning, appropriately sized vehicles.

bicycle policy statements - summary

The City will separate pedestrian and bicycle travel on multi-use path facilities wherever possible through the use of path marking, signs or construction of separate facilities. (1989 TMP)

The City will ensure that all streets are made safe and accessible to bicycles and will consider bicycle needs in all road projects. (1989 TMP)

The City will develop a continuous bicycle system through the designation of a system of Primary and Secondary Corridors.

The City will actively work to complete the corridor network through a combination of CIP funding, federal funding, street projects and opportunities which arise through the development and redevelopment process.

The City will coordinate with Boulder County, the University of Colorado, the Boulder Urban Renewal Authority (BURA), neighborhood plans, City Parks and Recreation Department, the Open Space Department and other government entities and plans to ensure that all City and County projects connect with and/or help to complete the corridor network.

The City will use the preferred standard for bicycle lane width whenever possible for new construction. The City will use road construction projects as opportunities to upgrade existing bicycle lanes to meet the new preferred standards.

The City will work with property owners, developers, the BURA, the Boulder Valley School District (BVSD), the Parks and Recreation Department and the University of Colorado to ensure that commercial, public, mixed use and multi-unit residential sites provide direct, safe and convenient internal bicycle circulation oriented along the line of sight from external connections to areas near building entrances and other on-site destinations.

The City will combine education and enforcement efforts to help instill safe and courteous use of the shared public roadway.

The City will collaborate with the Boulder Valley School District (BVSD), the University of Colorado, and private and public driving schools to better educate students on how to properly share the road with bicyclists, pedestrians and users of transits.

The City will develop a strong "Share the Road" public education campaign to foster increased courtesy and respect among all modes.

The City will work with Boulder County, the Denver Regional Council of Governments (DRCOG), and other city governments to ensure that bicycle facilities or adequate shoulders are included in all road construction projects.

The City will work with RTD, Boulder County and other city governments to provide bicycle lockers or secure, covered bicycle parking at all transit centers and park 'n' Ride facilities within the region.

The City will work with RTD to ensure that all Boulder transit routes accommodate bikes on buses by 1996.